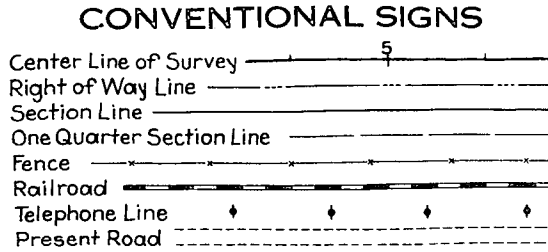


COLORADO

STATE HIGHWAY DEPARTMENT

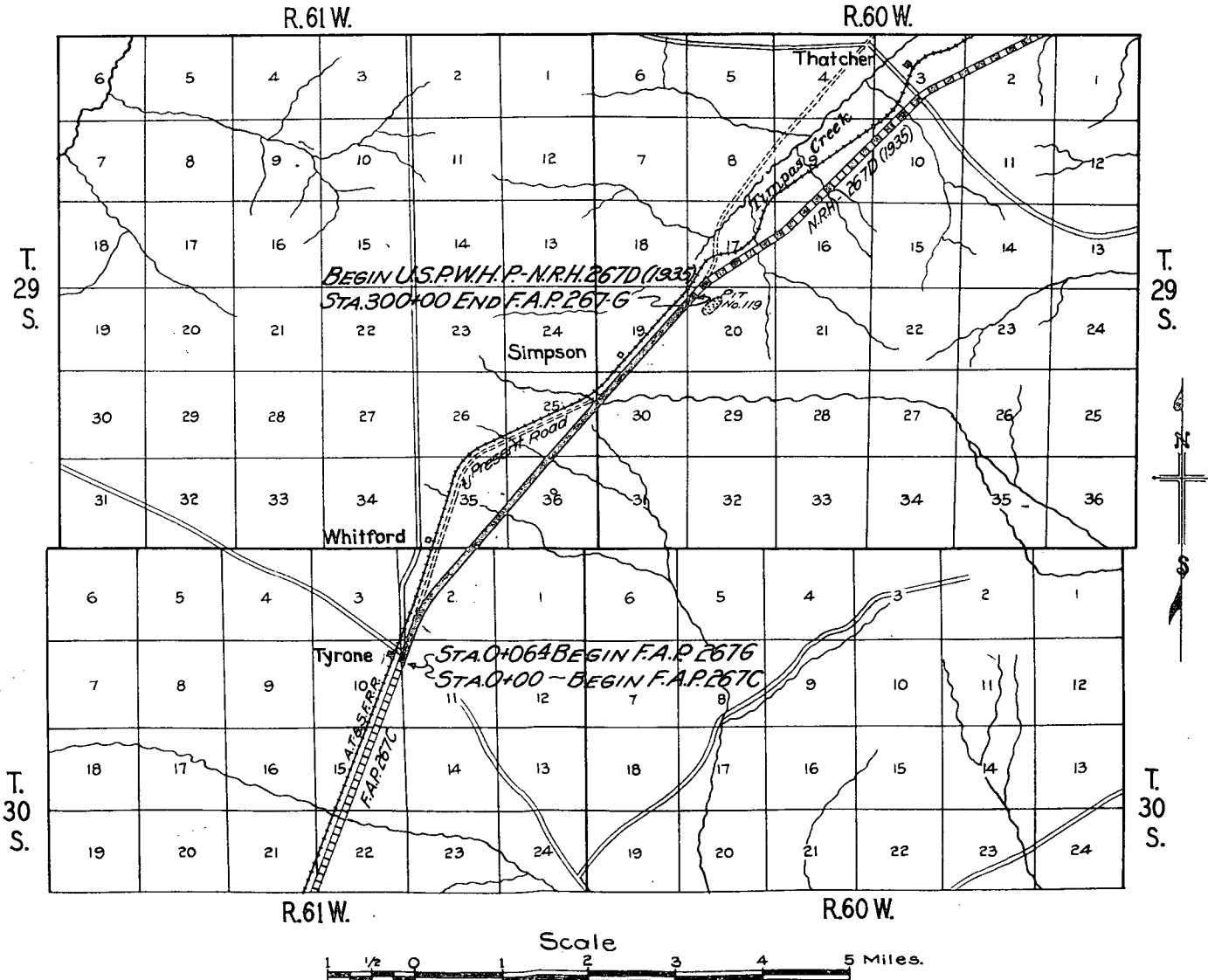
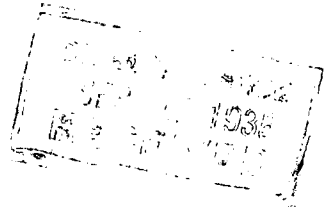
PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. **267 G** STATE HIGHWAY NO. ~~12~~ 350 LAS ANIMAS COUNTY

- #### INDEX OF SHEETS
- 1. Sketch Map and Title Sheet.
 - 2. Typical Section, Summary of Quantities, and List of Structures. M-103-D
 - 3. Standard Concrete Box Culvert (6'x7') M-1-A.
 - 4. Standard Methods of Superelevation of Curves. M-27-A.
 - 5. Standard Wire Fences (Metal Posts) and Marker Posts M-27-A.
 - 6-11. Plan and Profile Sheets.
 - 12-32 Cross Section Sheets.



SCALES ON ORIGINAL TRACINGS
 ON PLAN, 1 IN. = 100 FT.
 ON PROFILE 1 IN. = 100 FT. HORIZONTAL
 1 IN. = 10 FT. VERTICAL
 GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
 GROSS LENGTH OF PROJECT 28,592.4 FEET = 5.415 MILES.
 NET LENGTH OF PROJECT

Dr. # 236

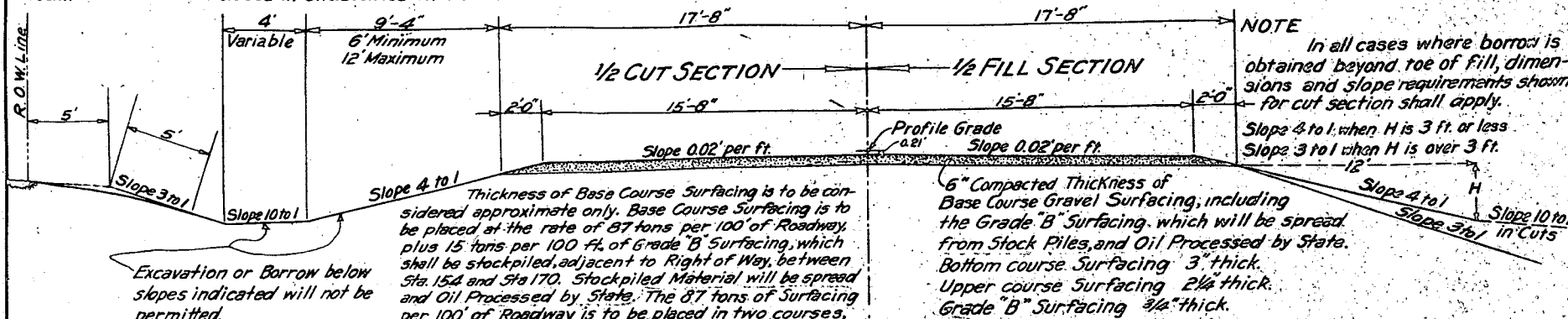


NOTE
 It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this department:
 J.D. Bell, Division Engineer, Pueblo, Colorado.
 W.A. Whitney, Resident Engineer, Trinidad, Colorado.

RECOMMENDED FOR APPROVAL 1/23,
J. H. Maloney
 ASSISTANT ENGINEER
 APPROVED
Chas. D. Vail
 STATE HIGHWAY ENGINEER
 RECOMMENDED FOR APPROVAL
 DIST. ENG. BUREAU PUBLIC ROADS
 RECOMMENDED FOR APPROVAL
 CHIEF ENG. BUREAU PUBLIC ROADS
 APPROVED
 DIRECTOR BUREAU PUBLIC ROADS

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

CUT SLOPE TREATMENT IN EARTH CUTS
 The intersection of cut slopes with the existing ground shall be rounded in earth cuts, beginning 5 ft. outside of the slope stake and extending 5 ft. down the cut slope. Where the cut slope width is less than 5 ft., reduce each of the above widths of slope treatment to the actual slope distance. Quantities involved in cut slope treatment shall not be included in Unclassified Excavation.



Thickness of Base Course Surfacing is to be considered approximate only. Base Course Surfacing is to be placed at the rate of 87 tons per 100' of Roadway, plus 15 tons per 100' of Grade "B" Surfacing, which shall be stockpiled, adjacent to Right of Way, between Sta. 154 and Sta. 170. Stockpiled Material will be spread and Oil Processed by State. The 87 tons of Surfacing per 100' of Roadway is to be placed in two courses, the bottom course, approximately 3" thick, to be placed at the rate of 49 tons per 100' ft. and the top course, approximately 2 1/4" thick, to be placed at the rate of 38 tons per 100' ft.

6" Compacted Thickness of Base Course Surfacing, including the Grade "B" Surfacing, which will be spread from Stock Piles, and Oil Processed by State. Bottom course Surfacing 3" thick. Upper course Surfacing 2 1/4" thick. Grade "B" Surfacing 3/4" thick.

SUMMARY OF APPROXIMATE QUANTITIES

NO	DESCRIPTION	UNIT	TOTALS
10a	Clearing & Grubbing the Entire Project	Lump Sum	0
11a	Removing Stone, House, Garage, Gas Pumps, Tanks, etc. to 9'	"	0
11b	Removing 5 Structures	Lin. Ft.	7,100
12a	Removing Fence	"	0
13c	Unclassified Excavation	Cu. Yd.	61,000
13y	Cut Slope Treatment	Mile	8.1
14a	Dry Rock Excavation (Structural)	Cu. Yd.	400
14b	" Com.	"	1,000
14c	Wet Rock	"	100
14d	" Com.	"	400
18a	Station Yard Overhaul	Sta. Yd.	79,000
18b	Yard Mile Overhaul	Yd. Mi.	100
30x	Gravel or Crushed Rock Surfacing	Ton	24,900
46a	Class "A" Concrete	Cu. Yd.	302
47	Reinforcing Steel	Lb.	19,700
53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.	220
53c	24" " " " " " "	"	1,030
53e	36" " " " " " "	"	74
75x	Galvanized Barbed Wire Fence (Metal Posts)	Lin. Ft.	44,500
75y	Gates in " " " " " "	Each	11
79	Right of Way Markers	"	34
30b	Grade "B" Surfacing	Ton	4,300

GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department, adopted January 1, 1930.

All quantities on preliminary Plans are to be considered approximate only.

All roadway excavation required to construct the Project is to be obtained as indicated on the Plans. Quantities involved beyond the limits of ditch as shown on the Typical Section, either noted as "Borrow" on the Plans or as "Embankment" in the Structure List, are to be classified and paid for as "Unclassified Excavation". These quantities are to be staked as part of the original excavation, at locations indicated on the Plans. Any slope stakes beyond the limits of the Typical Section, as shown, are subject to change by the Engineer to fit Embankment requirements actually encountered during construction.

All curves are to be superelevated in accordance with methods shown on the Standard Superelevation Sheet.

All poles encroaching on construction are to be moved by owners.

The entire project is to be cleared for the full width of the Right of Way and the cost thereof included in the lump sum price for "Clearing and Grubbing the Entire Project".

The Contractor shall, at his own expense, construct and maintain in good condition all temporary approaches to and crossings of intersecting roads on the project.

Except as limited by the Special Provisions, power equipment may be used on this project.

LIST OF STRUCTURES

STATION	DESCRIPTION	REM. STRUCT.	EXCAVATION CU. YD.	STRUCTURAL EXCAV. CU. YD.	CLASS. CONC. CU. YD.	REINF. STEEL LB.	CORR. METAL CULVERT PIPE LIN. FT.	MISCELLANEOUS
0+06 1/2	Appr. to Proj. & Sd. Dr. & Rd. Appr. Rt.		100	50			30	Rem. Store, House, Garage, Gas Pumps & Tanks from R.O.W. Sta 2+ to Sta 9+
2+ to 9+	Rem. Store, House, Garage, Gas Pumps, & Tanks from R.O.W. Road Approach Rt.			20				
2+50	" " " " " "			100				
8+50	Side Dr. Rd. Appr. Rt. & Rem. Str.	1	50	5			25	
14+40	Road Appr. S.R.L. & Rem. Str.	1	100				62	
14+70	Cross Culv. (70" S.R.) & Ditches		10	15			100	
29+00	Cross Culv. & Ditches		20	40			62	
35+00	Cross Culv. & Ditches		25	10				
44+00	6' x 7' 40" Conc. Box Culvert & Inlet & Outlet		300	400	75.5	4912		
45+00	Side Drs. & Rd. Apprs. Rt. & Lt.		25	15			25	
50+00	Cross Culvert & Ditches						62	
58+00	Road Apprs. Rt. & Lt.		100					
67+00	Cross Culvert & Ditches		10	10			62	
76+00	Side Drs. & Rd. Apprs. Rt. & Lt.		100	5			25	
91+00	Cross Culvert & Ditches		25	20			62	
104+00	Cross Culvert & Ditches		25	10			62	
110+00	6' x 7' 40" Conc. Box Culvert & Ditches		400	400	75.5	4912		
112+00	Cross Culvert & Outlet Ditch		50	10			60	
123+00	" " " " " "		50	20			62	
137+00	" " " " " "		50	20			62	
140+00	Road Approaches Rt. & Lt.			50				
144+00	6' x 7' 40" C.B.C. & Inl. & Outlet		400	365	75.5	4912		
157+00	Cross Culvert & Ditches		25	20			62	
172+00	" " " " " "		25	20			62	
179+00	Construct New Reservoir Lt.		500					
180+25	Cross Culvert & Ditches		25	5			62	
180+75	6' x 7' 40" Conc. Box Culvert & Ditches		300	320	75.5	4912		
197+00	Cross Culvert & Outlet Ditch		25	20			60	
219+35	Side Drain & Rd. Appr. R. & Rem. Str.	1	100	10			30	
236+00	Road Apprs. R. & L. & Rem. Str.	1	200					
240+20	Fill Old Cistern		50	10			30	
247+85	Side Drain & Road Appr. Rt.		50					
261+00	Cross Culvert & Ditches		50	20			62	
285+47	" " " " " "	1		10			74	
5+60	Fill Old Cistern		75					
4+00	Road Approach Rt.		25					
10+00	Cross Culvert & Ditches		30	20			65	
TOTALS		5	2,970	1,170	1,500	50,200	250,000	74

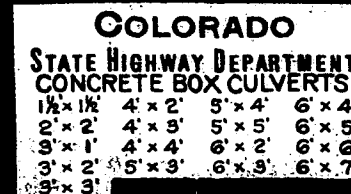
* Structural Excavation is estimated to be 75% Common and 25% Rock, each of which is estimated to be 75% Dry and 25% Wet.

R.O.W. MARKERS

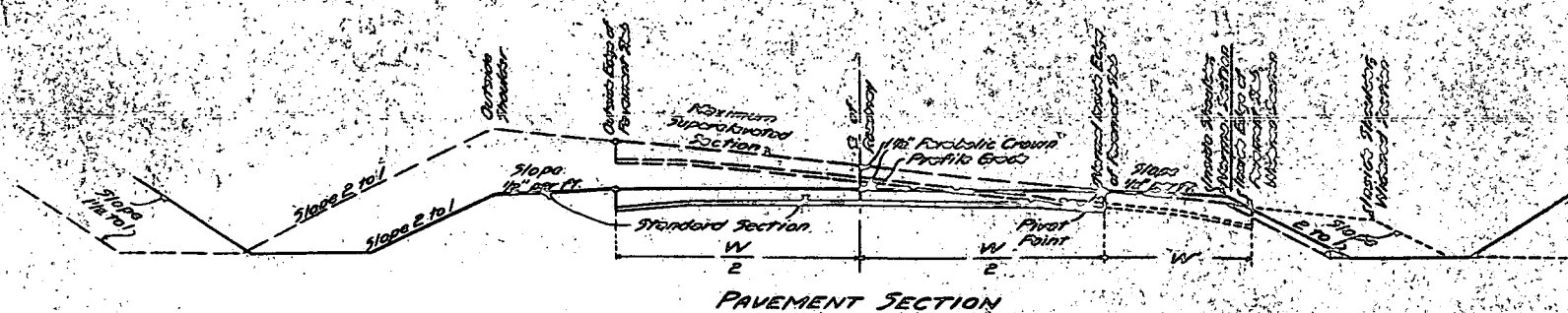
STATION	SIDE	NO
14+09	L	1
14+47	R	1
31+00	L	1
44+10	L	1
45+00	R	1
54+77	R	1
56+00	L	1
78+32	L	1
78+15	R	1
83+87	L	1
84+71	R	1
110+60	R	1
112+09	L	1
110+53	L	1
119+40	R	1
152+92	L	1
153+52	R	1
153+75	R	1
153+82	R	1
154+72	L	1
187+82	L	1
188+30	R	1
195+19	R	1
196+89	L	1
196+89	L	1
215+07	L	1
235+78	L	1
255+53	R	1
257+46	R	1
252+70	L	1
268+83	L	1
270+37	R	1
284+02	R	1
295+89	L	1
TOTAL		24

FENCING REQUIREMENTS

STATION	SIDE	REMOVE FENCE Lin. Ft.	BUILD FENCE Lin. Ft.	GATES No.
6+40-14+20	R	840	790	1
8+00	R			
14+75	R	50		
14+75-61+00	R		4,630	
31+00-61+00	L		3,000	
35+20	X	150		
45+10	X	140		
48+00	R & L			2
58+00	R & L			2
61+00-119+00	R & L		11,400	
61+40	X	110		
75+00	R & L			2
75+05	X	150		
110+00-176+00	R & L		11,600	
120+00	R & L			
123+10	X	100		
170+00-195+60	L		2,030	
170+00-236+00	R		4,610	
160+75	X	150		
180+60	X	100		
183+80-195+00	L		2,300	
190+00-236+00	R		2,300	
210+55	R			
230+05-247+50	R		1,250	
230+05-247+50	R			
257+05	R			
268+00-277+00	R		2,800	
270+50-282+85	R		1,250	
277+00-303+00	R		2,300	
TOTALS		7,050	24,740	11



Designed by A.G.K.	Approved by <i>G. D. Ball</i>
Made by A.G.K.	Bridge Engineer
Checked by W.W.D.	Date: <i>Nov. 6th 1933</i>

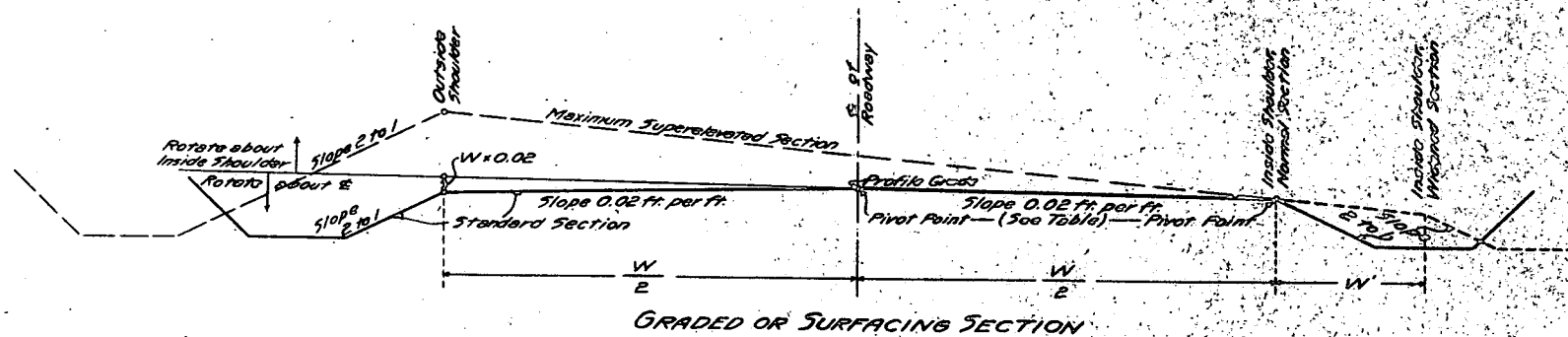


SUPERELEVATION AND WIDENING NOTES FOR PAVEMENT SECTION
 Curves on projects using the pavement section are to be superelevated and widened as indicated in the accompanying drawings and table.
 The normal inside edge of the pavement slab is to remain at the standard elevation of 0.125 ft. below the profile grade, and the outside edge of the slab is to be superelevated at the rate per foot width of roadway given in the table or graph. The section is to be rotated about the normal inside edge of the pavement.
 When the degree of curvature exceeds 10, the inside portion of the pavement slab is to be widened from the normal inside edge as per the table below. Curves of 10 or less are not to be widened. The 1/16 parabolic crown is to be used for curves of 10 and under. The widened section is to have a flat crown.

The slope of the shoulder shall conform to the rate per foot width of roadway required except that the inside shoulder shall maintain the standard slope of 0.047 ft. per foot width until the super-elevation rate exceeds this standard slope.
 The outside ditch along a super-elevated section is to be modified from the standard where a deeper ditch is required to provide drainage.
 Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Super-elevation Factors.
 The subgrade for future pavement is to be constructed to conform to the super-elevation and widening requirements for the pavement section.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR PAVEMENT SECTION

Distance from B.T.	20 FT.	40 FT.	60 FT.	80 FT.	100 FT. = P.C.	120 FT.	140 FT.	160 FT.	180 FT.	200 FT. = E.T.	On Curve
Factor	0.02	0.08	0.18	0.32	0.50	0.68	0.82	0.92	0.98	1.00	1.00
Degree of Curve	Rate of Super-elevation (in Feet) per Foot Width of Roadway										
2° and Under	0.0004	0.0017	0.0038	0.0067	0.0105	0.0143	0.0172	0.0193	0.0205	0.0210	0.0210
3°	0.0005	0.0025	0.0057	0.0101	0.0158	0.0214	0.0260	0.0290	0.0309	0.0315	0.0315
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0286	0.0353	0.0406	0.0432	0.0438	0.0438
5°	0.0010	0.0042	0.0094	0.0168	0.0262	0.0357	0.0450	0.0523	0.0574	0.0585	0.0585
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0429	0.0517	0.0590	0.0647	0.0659	0.0659
7°	0.0015	0.0059	0.0132	0.0235	0.0369	0.0500	0.0590	0.0670	0.0720	0.0729	0.0729
8°	0.0017	0.0067	0.0151	0.0269	0.0420	0.0571	0.0679	0.0759	0.0823	0.0829	0.0829
9°	0.0019	0.0076	0.0170	0.0302	0.0472	0.0643	0.0775	0.0859	0.0925	0.0929	0.0929
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0820	0.0920	0.0980	0.1000	0.1000
Offsets for Widening - W (in Feet)											
Over 10° - Under 12°	0.06	0.24	0.54	0.96	1.50	2.04	2.45	2.75	2.92	3.00	3.00
12° - " 15°	0.08	0.32	0.72	1.28	2.00	2.72	3.28	3.68	3.92	4.00	4.00
15° - " 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.10	4.60	4.90	5.00	5.00
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00	6.00

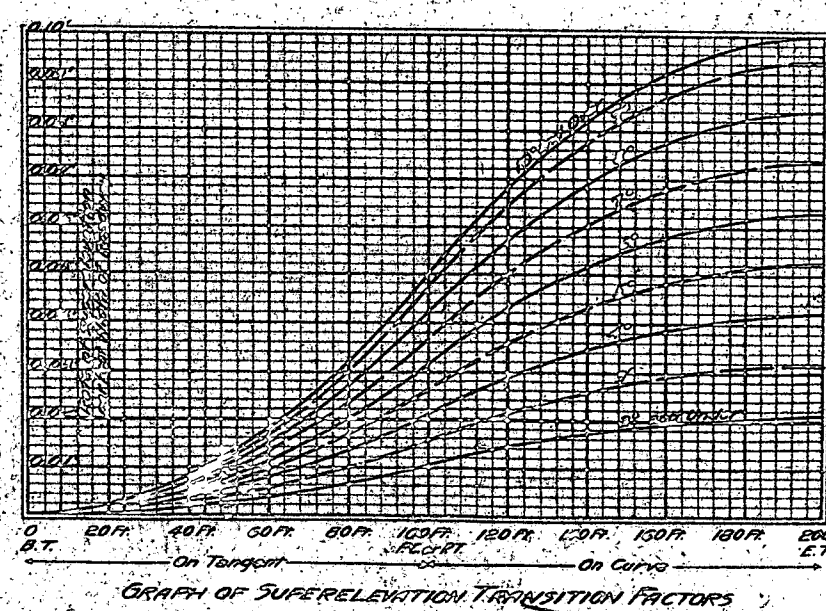
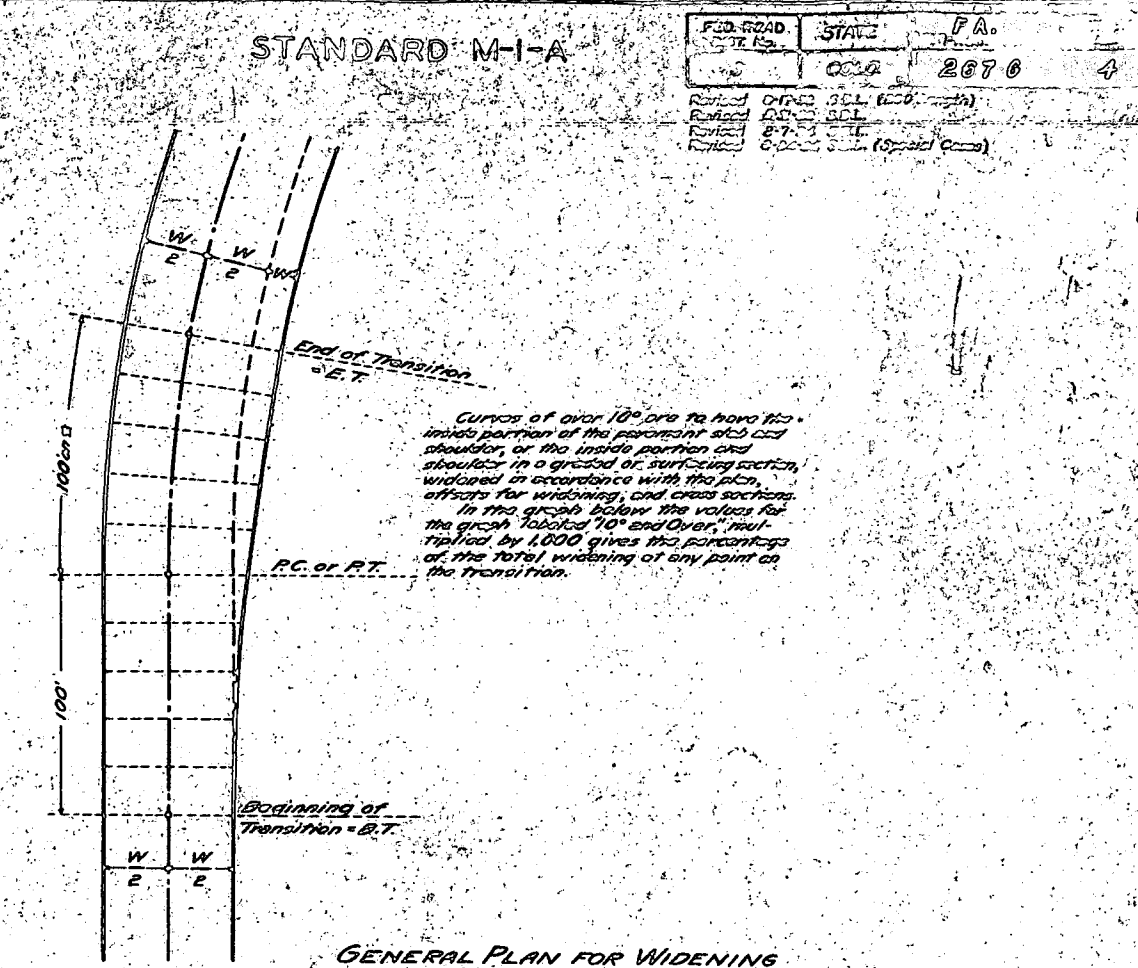


SUPERELEVATION AND WIDENING NOTES FOR GRADED OR SURFACING SECTIONS
 Curves on projects using the graded or surfacing section are to be super-elevated and widened as indicated in the accompanying sketches and table.
 The normal inside shoulder and ditch are to remain as shown in the typical section shown on sheet #2. The outside shoulder is to be the high point of the section.
 The outside ditch along a super-elevated section is to be modified from the standard where a deeper ditch is required to provide drainage.

The center line pivot point is to be used as long as the super-elevation does not exceed 0.02 feet per foot width of roadway. The normal inside shoulder pivot point is to be used for a super-elevation rate in excess of 0.02 ft. per foot width of roadway.
 When the degree of curvature exceeds 10, the inside shoulder is to be widened from the normal inside shoulder line as shown by this table and cross section. Curves of 10 and less are not to be widened.
 Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Super-elevation Factors.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR GRADED OR SURFACING SECTIONS

Distance from B.T.	20 FT.	40 FT.	60 FT.	80 FT.	100 FT. = P.C.	120 FT.	140 FT.	160 FT.	180 FT.	200 FT. = E.T.	On Curve
Factor	0.02	0.08	0.18	0.32	0.50	0.68	0.82	0.92	0.98	1.00	1.00
Degree of Curve	Rate of Super-elevation (in Feet) per Foot Width of Roadway										
2° and Under	0.0004	0.0017	0.0038	0.0067	0.0105	0.0143	0.0172	0.0193	0.0205	0.0210	0.0210
3°	0.0005	0.0025	0.0057	0.0101	0.0158	0.0214	0.0260	0.0290	0.0309	0.0315	0.0315
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0286	0.0353	0.0406	0.0432	0.0438	0.0438
5°	0.0010	0.0042	0.0094	0.0168	0.0262	0.0357	0.0450	0.0523	0.0574	0.0585	0.0585
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0429	0.0517	0.0590	0.0647	0.0659	0.0659
7°	0.0015	0.0059	0.0132	0.0235	0.0369	0.0500	0.0590	0.0670	0.0720	0.0729	0.0729
8°	0.0017	0.0067	0.0151	0.0269	0.0420	0.0571	0.0679	0.0759	0.0823	0.0829	0.0829
9°	0.0019	0.0076	0.0170	0.0302	0.0472	0.0643	0.0775	0.0859	0.0925	0.0929	0.0929
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0820	0.0920	0.0980	0.1000	0.1000
Offsets for Widening - W (in Feet)											
Over 10° - Under 12°	0.06	0.24	0.54	0.96	1.50	2.04	2.45	2.75	2.92	3.00	3.00
12° - " 15°	0.08	0.32	0.72	1.28	2.00	2.72	3.28	3.68	3.92	4.00	4.00
15° - " 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.10	4.60	4.90	5.00	5.00
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00	6.00



The rate of super-elevation per foot width of roadway to be applied at the outside edge of the pavement slab and at the inside shoulder of the roadway is computed as follows:
 The full super-elevation per foot width of roadway rate for a given degree of curvature is
 $0.0105 \text{ ft.} \times \text{Degree of Curvature}$
 The maximum super-elevation rate of 0.0105 ft. per foot width, applying to curves of 10° and over, is not to be exceeded.
 The above graph has been prepared from the rates of super-elevation shown in this publication.
SPECIAL CASES - When the roadway alignment does not permit the use of the 200 ft. transition length, the shortest lengths may be proportionately shortened. A minimum distance of 200 ft. between the points of full super-elevation shall be used.



All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, Adopted January 1-1930.

Barbed wire shall be of standard make, not lighter than No. 12 gauge galvanized and with two point barbs spaced not more than 5' apart.

Wire mesh must be galvanized and not lighter than shown and noted on this plan.

Four Corner Posts and four Endposts shall be used at each Structure over 4' x 4' in Size and fence turned in and ended at Wings.

All line posts to be Structural steel to weigh not less than 200 lbs. per lineal foot.

Suitable anchor plates shall be securely riveted or welded to each line post.

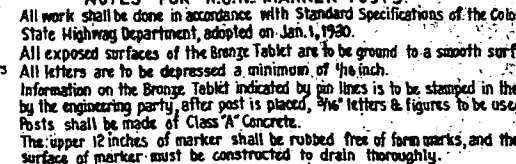
All line posts to be painted with an approved waterproof asphalt or mineral paint or hot dip galv.

All corner, end and gate posts including braces are to be Structural steel, 2 x 2 1/4" angles to weigh not less than 3.15 lbs. per lineal foot, and to be painted with an approved waterproof asphalt or mineral paint or hot dip galvanized, except post supporting driving gate item No. 95v.

At all places where intersecting fences are encountered an end post is to be placed with the angle arm at right angles to the line of fence.

All footings or bds shall be of class "A" concrete with crowned tops and shall be included in the price bid per lineal foot of fence with metal posts.

If knee braces are omitted from end, corner and gate posts the vertical post must be at least 2 1/2 x 2 1/2 x 1/2



Designed by A.G.K	Approved by G.L.
Made by A.G.K	Bridge Engineer
Checked by	Date: Dec. 27, 1961

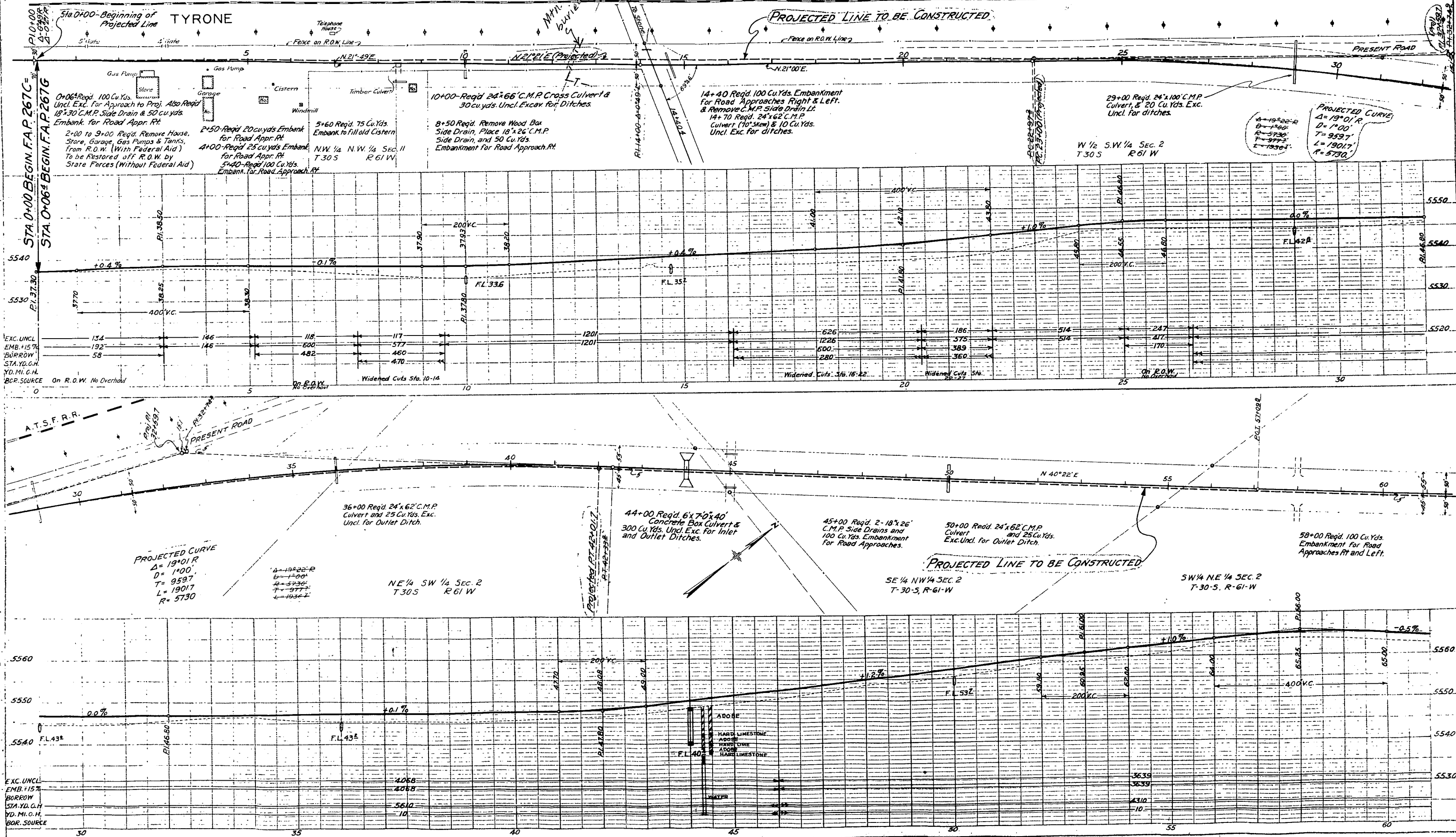
NOTE: All poles encroaching on construction are to be moved by owners.
Fencing Requirements, Gates, and Right of Way Markers are tabulated on Sheet No. 2.

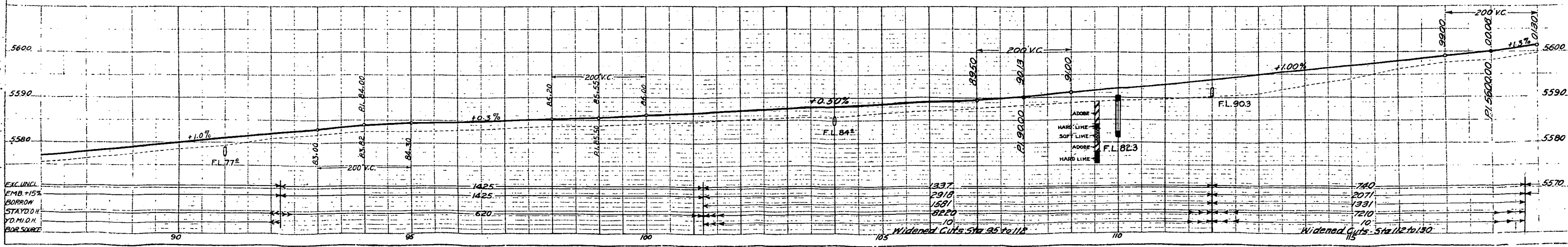
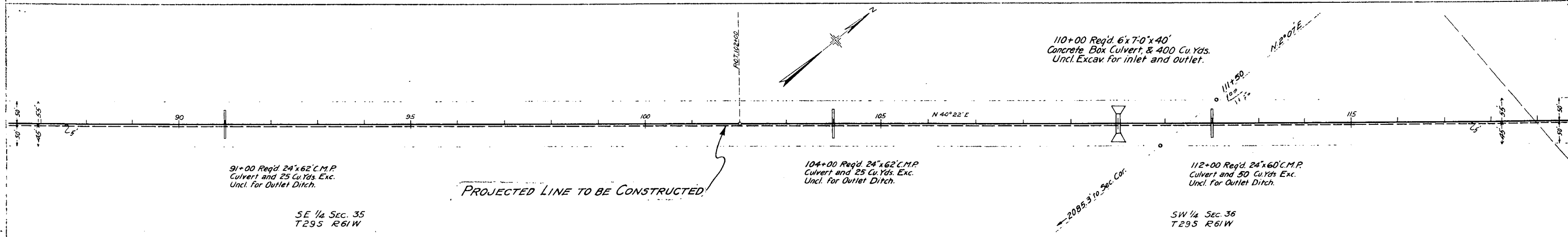
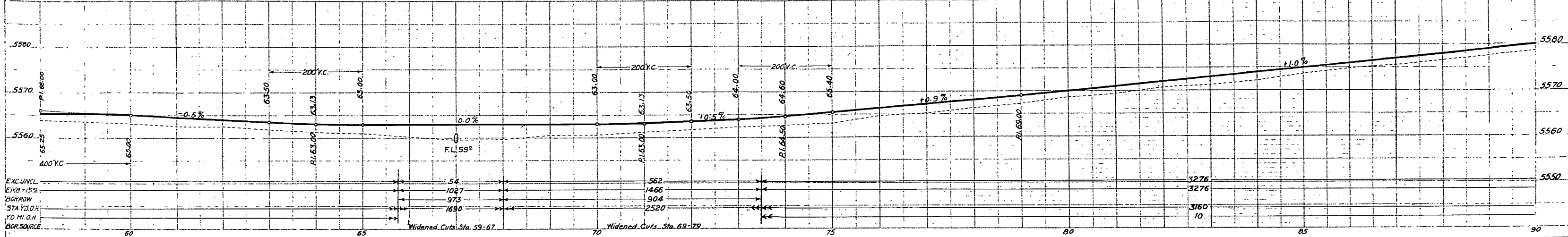
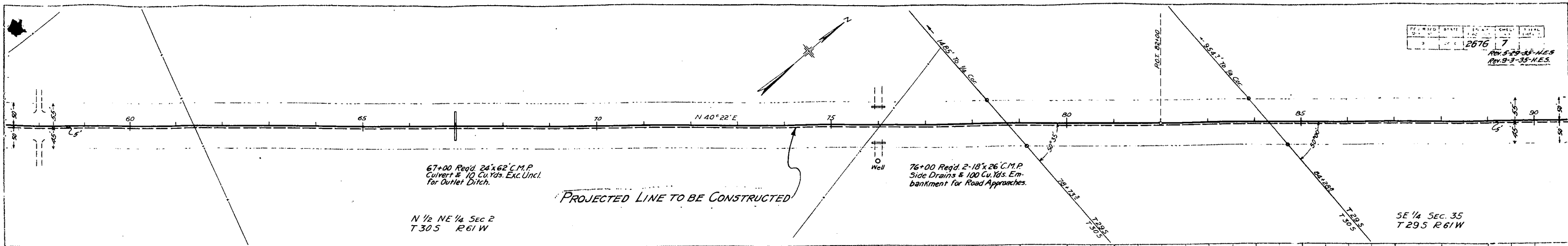
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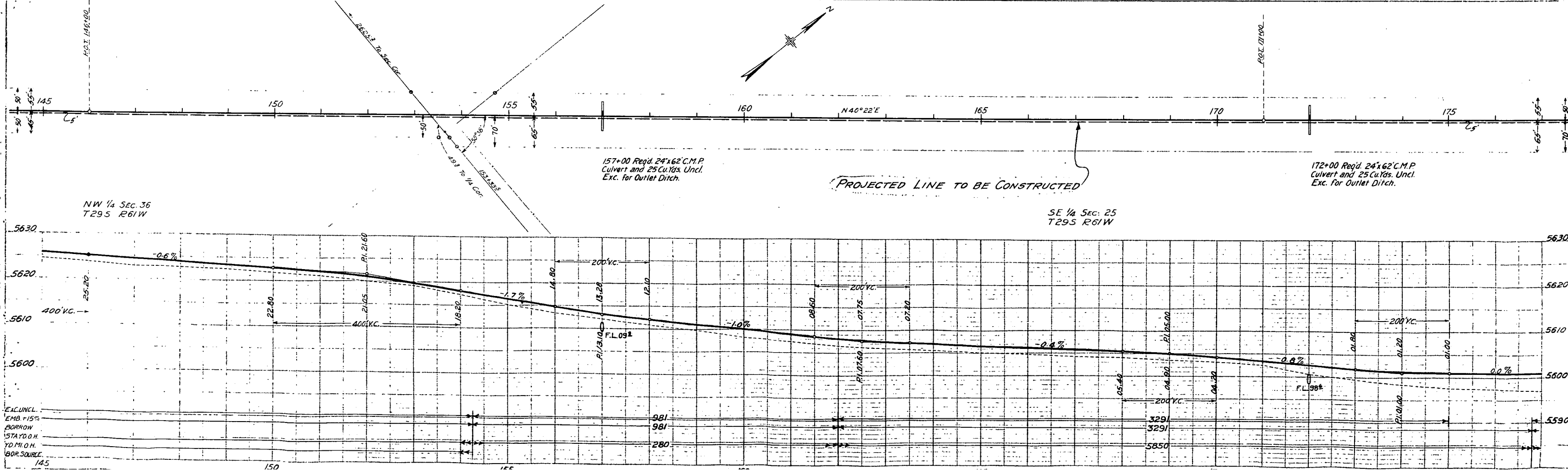
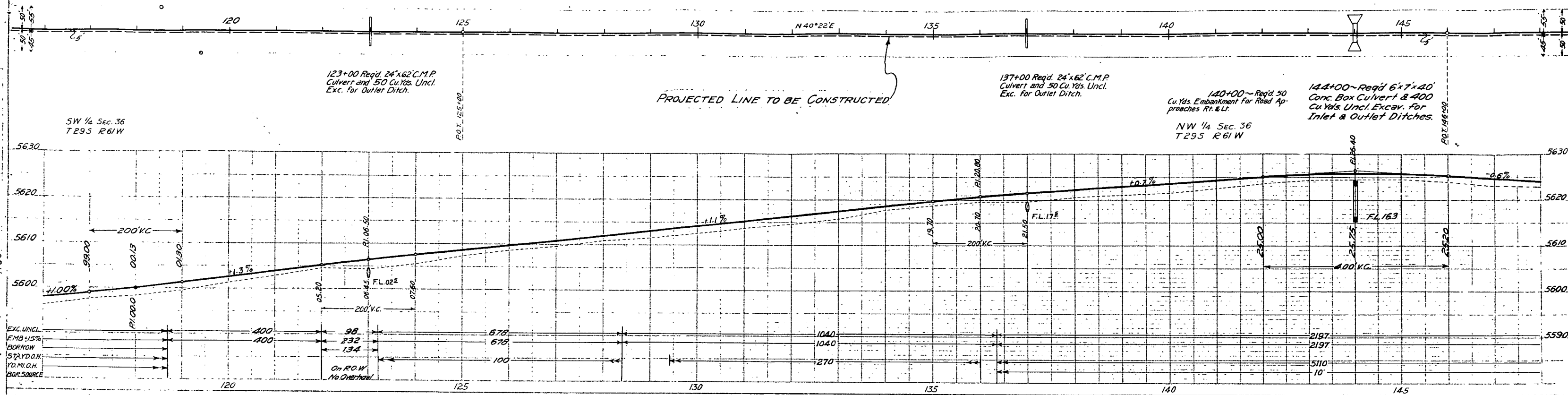
REVISED 3-25-1915
REVISED 3-25-1915

A.T.S.F. R.R.

A.T.S.F. R.R.





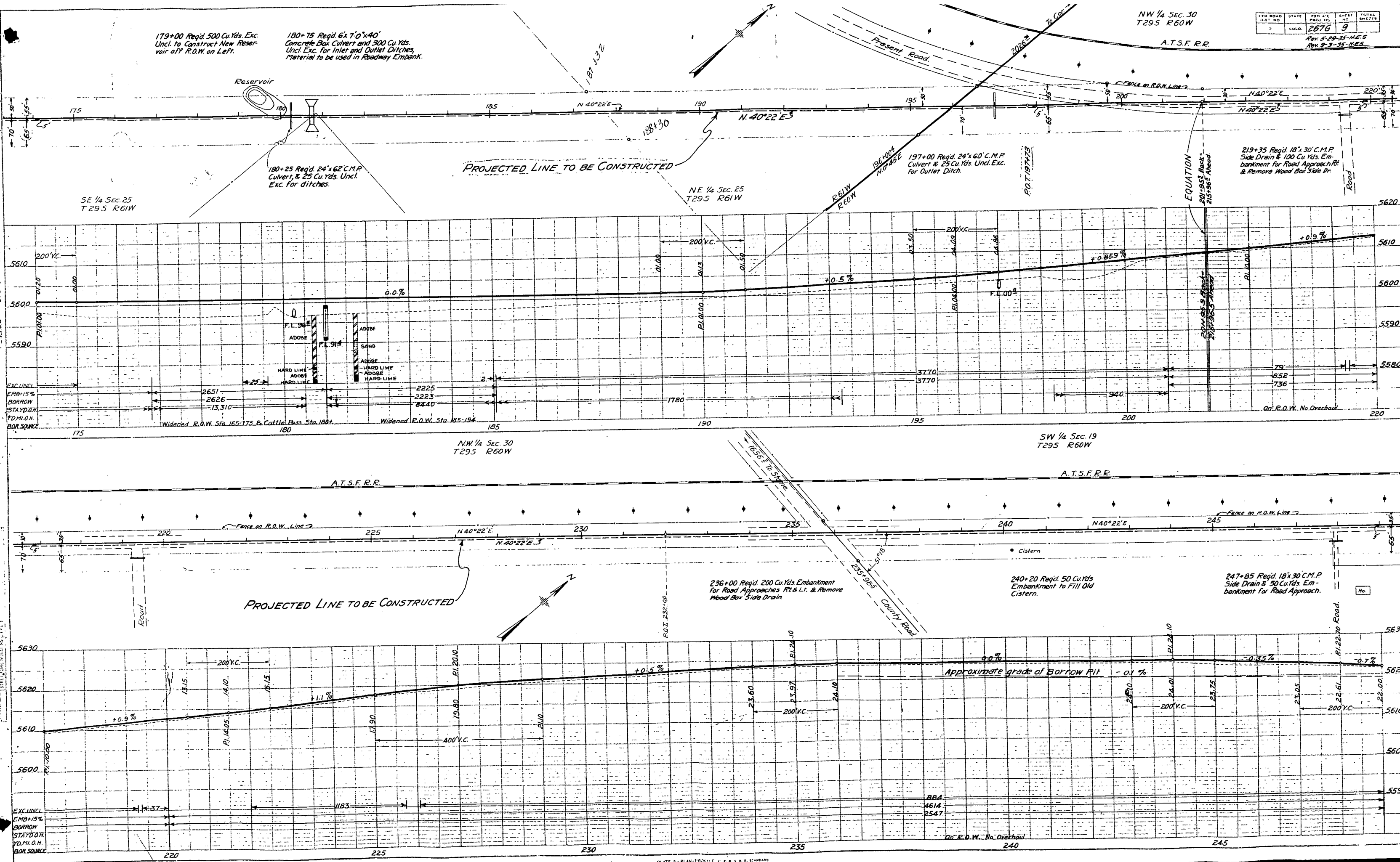


179+00 Reg'd. 500 Cu.Yds. Exc.
Uncl. to Construct New Reser-
voir off R.O.W. on Left.

180+75 Reg'd. 6'x7'0"x40'
Concrete Box Culvert and 300 Cu.Yds.
Uncl. Exc. for Inlet and Outlet Ditches.
Material to be used in Roadway Embank.

NW 1/4 Sec. 30
T29S R60W

FEED ROAD	STATE	FEED A.C.	SHEET	TOTAL
3104	COLO.	2676	9	SHEETS
Rev. 5-29-35-M.E.S.				
Rev. 9-3-35-M.E.S.				

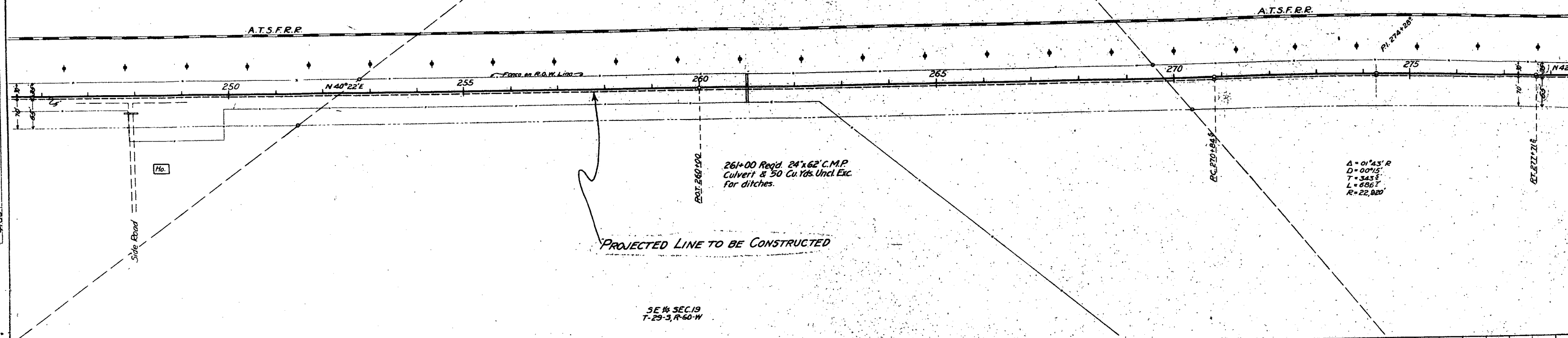


SW 1/4 SEC. 19
T-29-S, R-60-W

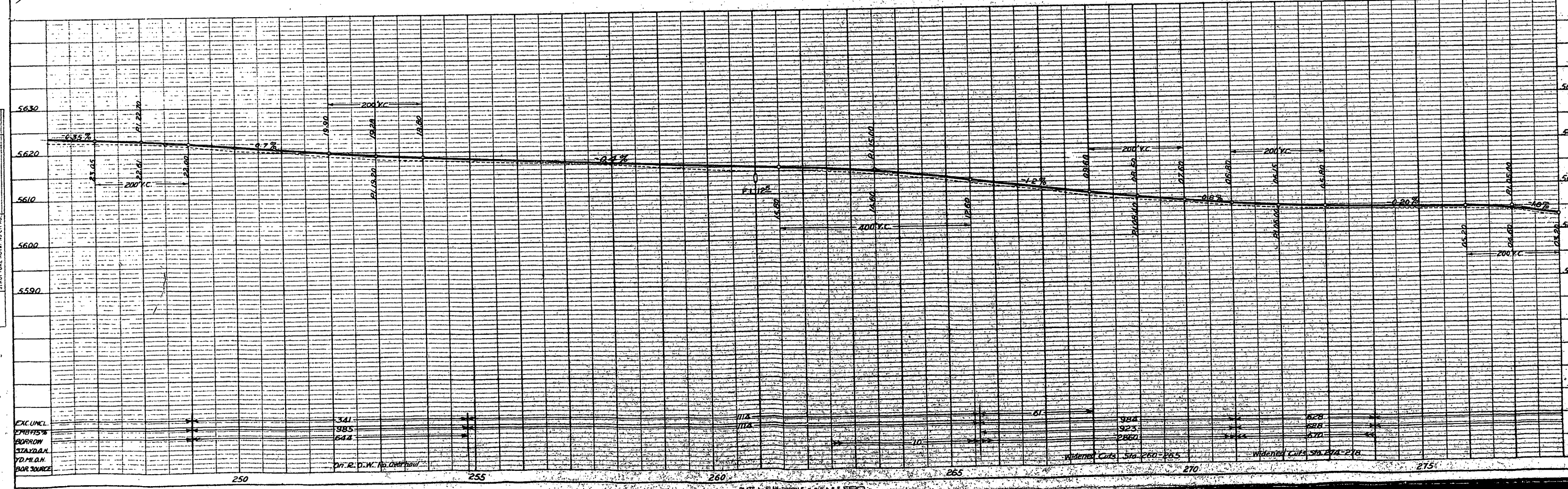
NE 1/4 SEC. 19
T-29-S, R-60-W

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
			2676	10
REV. 5-29-95: HES				

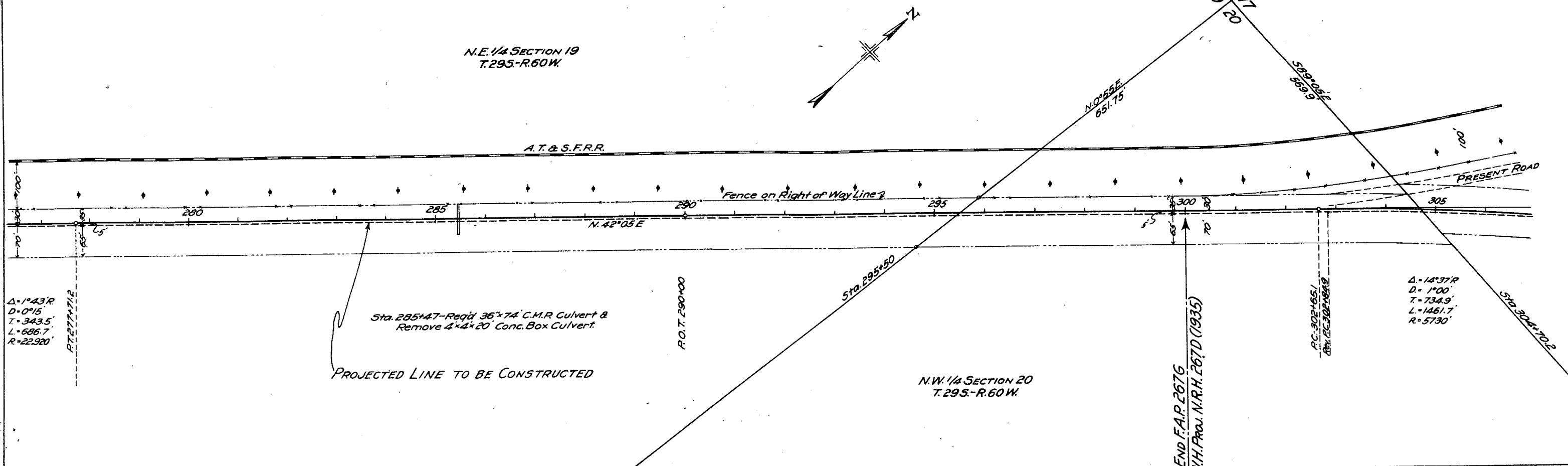
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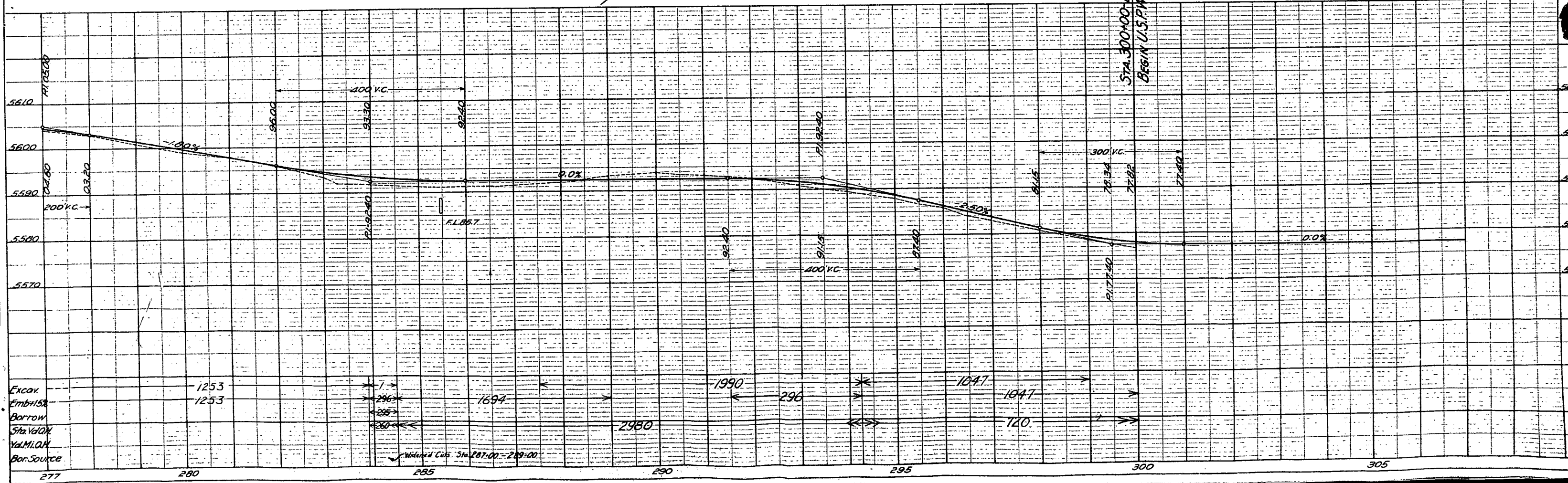
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Excav.	1253	1694	1990	1047	1047	120
Emb./15'	1253					
Borrow						
Sta. 1600						
Vol. 1000						
Bor. Source						